

Participation in the Greenway Compact Program has a broad range of long-term benefits in addition to the local incentives built into the Greenway legislation.

Any successful planning and development rests on a platform supported by three legs, according to the Urban Land Institute: “community livability, economic viability, and environmental sensitivity.” The Greenway Compact Program asks municipalities to find the balance and reap the benefits of these mutually reinforcing goals.

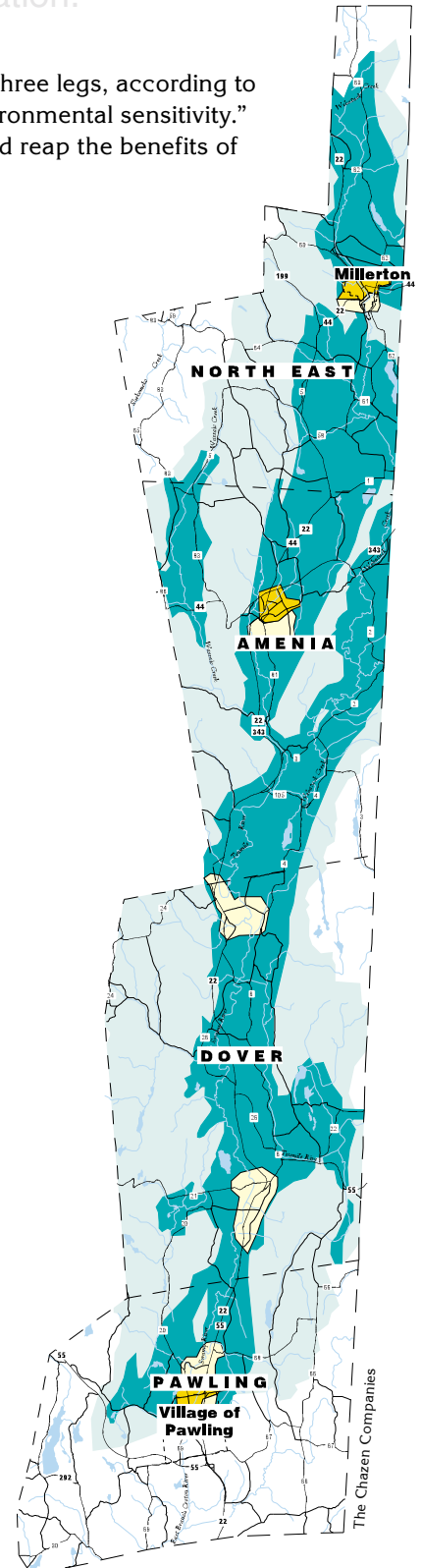
Community Connections

Rivers and creeks, groundwater sources, roads and resulting traffic concerns, potential trail corridors, and utility systems, to name just a few, cross municipal boundaries. Cooperation between governments and private and not-for-profit groups can accomplish community and area-wide goals that could not be achieved if each municipality acted separately. Partnerships with neighboring communities strengthen the character and economy of each community, while local control protects the unique qualities of individual places and assures participation by local residents.

Cooperation between neighbors...Existing models of regional cooperation among communities in Dutchess are numerous and productive. A few examples:

- The cities of Beacon and Poughkeepsie, linked by the river, jointly sponsor an annual Hudson River Arts Festival;
- A locally based Community Development Council annually awards federal funding for housing, community infrastructure projects, human service activities, and economic development grants;
- The Harlem Valley Partnership provides a cooperative approach to economic development for eastern Dutchess communities, including such projects as the Harlem Valley Rail Trail and reuse of state facilities;
- The Town and Village of Red Hook and the Village of Tivoli are cooperating on an open space and trails plan funded by Greenway grants;
- The Northern Dutchess Alliance addresses common concerns such as the Metro-North Rail extension, rural road standards, and economic strategies.

The four towns and two villages of the Harlem Valley sponsored a joint strategy to protect the quality of their common underground aquifer system with funding from the Greenway and the Dutchess County Water and Wastewater Authority.



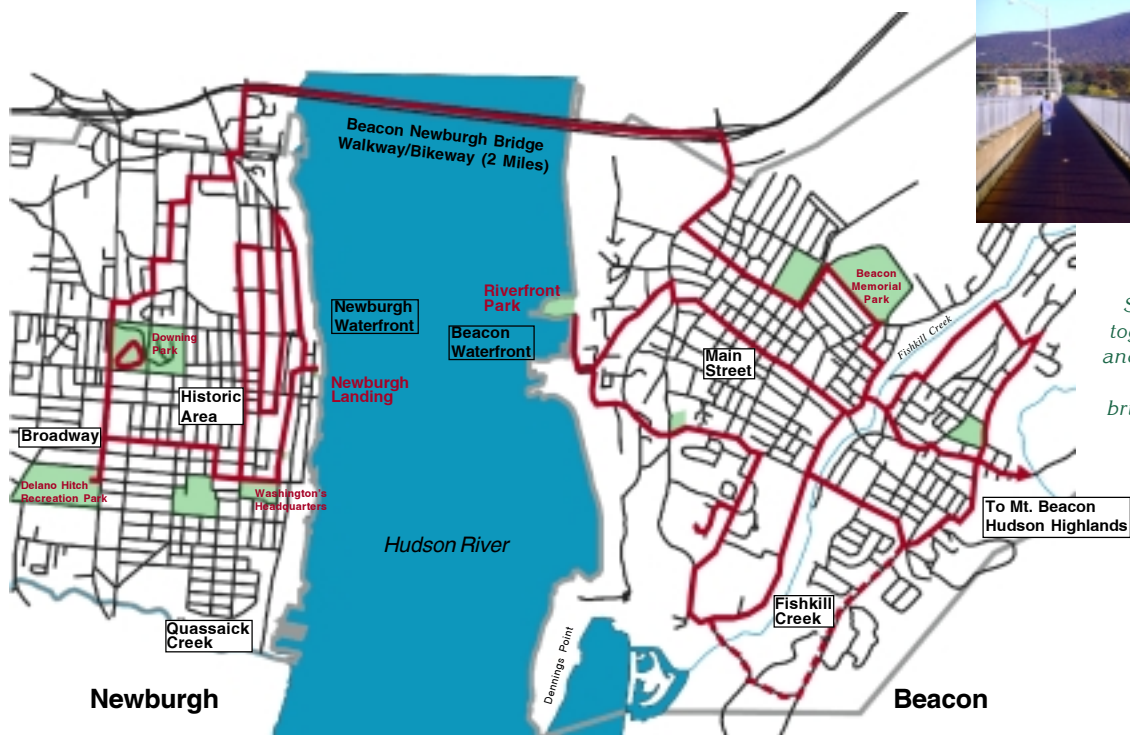
Opportunities for regional connections... The Greenway Compact Program looks for regional patterns and creates connections, both political and physical, that can link together separate municipalities into a network of more interesting places. Possibilities for physical Greenways in Dutchess County include:

- **Bike Routes**, including the roads identified in the County's Bicycle Plan and bikeable trails;
- **Scenic Roads**, designated at both the local and state levels;
- **Waterways**, where rivers and creeks are navigable for boating or have access for swimming and fishing;
- **Trails** along the Hudson River and other major creek basins, former rail rights-of-way, and ridgelines;
- **Sidewalks**, which provide essential access from housing to stores and community uses, can also be linked to nearby trails to form a countywide web of walkways;
- **Open Space Corridors**, such as mountainous or forested areas, steep slopes, wetlands, and floodplains, which when linked together provide wildlife habitat, recreational reserves, and scenic greenbelts.



The adjacent towns of Clinton, Stanford, and Washington have adopted local scenic road laws that can be combined with the Taconic State Parkway to form a larger scenic road system.

Broader areas for cooperation between adjacent communities include surface and groundwater protection, agricultural protection districts, tourism initiatives, water and wastewater management, and development guidelines.



The City of Beacon, Hudson River Valley Greenway, and Scenic Hudson have worked together to link the waterfront and Main Street to the Hudson Highlands and across the bridge to Newburgh as part of the "Trail of Two Cities."

Building communities...Most of us identify with central places - a nearby hamlet, town center, or regional city. But a close-knit community does not happen simply by close proximity; it takes a collective effort to build stronger communities.

Directions: The Plan for Dutchess County, adopted in 1989 and cross-endorsed by 29 municipalities, has as its primary land use policy the strengthening of the county's traditional settlement pattern of compact centers set in rural surroundings.

Focusing development patterns in and immediately around cities, villages, and hamlet centers will help:

- preserve the County's rural character, natural features and important farmlands;
- reinforce historic places and cultural activities;
- promote energy efficiency in transportation and encourage alternatives to our dependency on the automobile;
- offer a healthy mixture of uses and cost options for residents and new businesses;
- encourage social interaction and personal involvement in community affairs; and
- reduce the cost of government by providing more efficient public services.

Greenways are regionally inspired connections between people and places. A classic example is Frederick Law Olmsted's "Emerald Necklace," a string of connected parklands encircling Boston. But it is also important that paths have distinctive destinations. Dutchess County, with its scattered variety of hamlets, villages and cities, is more like a charm bracelet, where each central place along the way has its own unique charm and character. Greenway connections do not merely link central places, they pass through them, bringing some of the natural attributes of the countryside to Main Street. Reinforcing hamlet centers, villages, and city neighborhoods is a primary Greenway benefit.

Existing centers will become more visually integrated and economically successful when linked by Greenway trails and a scenic road network.



Illustration by: Patricia M. Houston, DCPD

The Harlem Valley Rail Trail through the Village of Millerton has been designed as a centerpiece village green for the business area around the old train station.